

Market Update Note



5 March 2025

Launching ME-GI engines on 10.7 platform

Introduction of MAN B&W

G95ME-C10.7-GI, G80ME-C10.7-GI, G70ME-C10.7-GI, S60ME-C10.7-GI, S50ME-C10.7-GI, and G50ME-C10.7-GI engines

The MAN B&W ME-GI engine is the leading engine for using methane as marine fuel for container vessels, product, chemical and crude tankers, bulk carriers, and PCTCs of all sizes. The superior fuel efficiency of the Diesel combustion cycle, combined with the lowest methane slip on the market, has established the ME-GI as the de facto standard methane-fuelled engine across these vessel segments.

Since the first ME-GI engines were delivered in 2014, hundreds have entered operation, collectively accumulating millions of running hours on gas.

The continuous development of the ME-GI engine resulted in the launch of the ME-GI Mk. 2 platform in 2020, which has become the standard design of today's shipbuilders. As of January 2025, the orderbook exceeds 850 ME-GI engines.

With the introduction of ME-GI engines on the 10.7 platform, we now present these as the latest generation of MAN B&W two-stroke engine designs.

The 10.7-GI engines come with:

- Increased supply and injection pressures.
- Higher fuel efficiency compared to previous GI variants.
- Engine designs based on the proven ME-GI Mk. 2 platform.

To further enhance fuel efficiency, the injection pressure has been increased from 300 bar on existing ME-GI engines to 380 bar on 10.7-GI engines.

To meet the new supply pressure, the MAN PrimeServ PVU (pump vaporiser unit) portfolio will be updated.

Tier III NO_x compliance

The new 10.7-GI engines enable a multitude of optional Tier III NO_x abatement solutions:

- G95ME-C10.7-GI – EcoEGR, EGRTC*, LPSCR*
- G80ME-C10.7-GI – EcoEGR, EGRTC*, HPSCR*, LPSCR*
- G70ME-C10.7-GI – EcoEGR, HPSCR
- S60ME-C10.7-GI – EcoEGR, HPSCR
- S50ME-C10.7-GI – EcoEGR, HPSCR
- G50ME-C10.7-GI – EcoEGR, HPSCR

*includes sequential turbocharger cut-out (SEQ)

Fig. 1 on the next page shows layout diagrams of 10.7-GI engines currently available in the MAN B&W engine programme. Specific performance data and the exact availability of Tier III NO_x abatement technologies for the new engines are accessible in [CEAS](#).

These new engines are available now, with the exact drawing timelines being evaluated at the time of ordering. The preliminary design drawing schedule is mid-2026 for the new 10.7-GI variants.

Questions regarding this Market Update Note should be directed to Two-stroke Promotion at Rasmus.Bidstrup@man-es.com.

MAN Energy Solutions
Teglholmsgade 41
2450 Copenhagen SV, Denmark
www.man-es.com/marine

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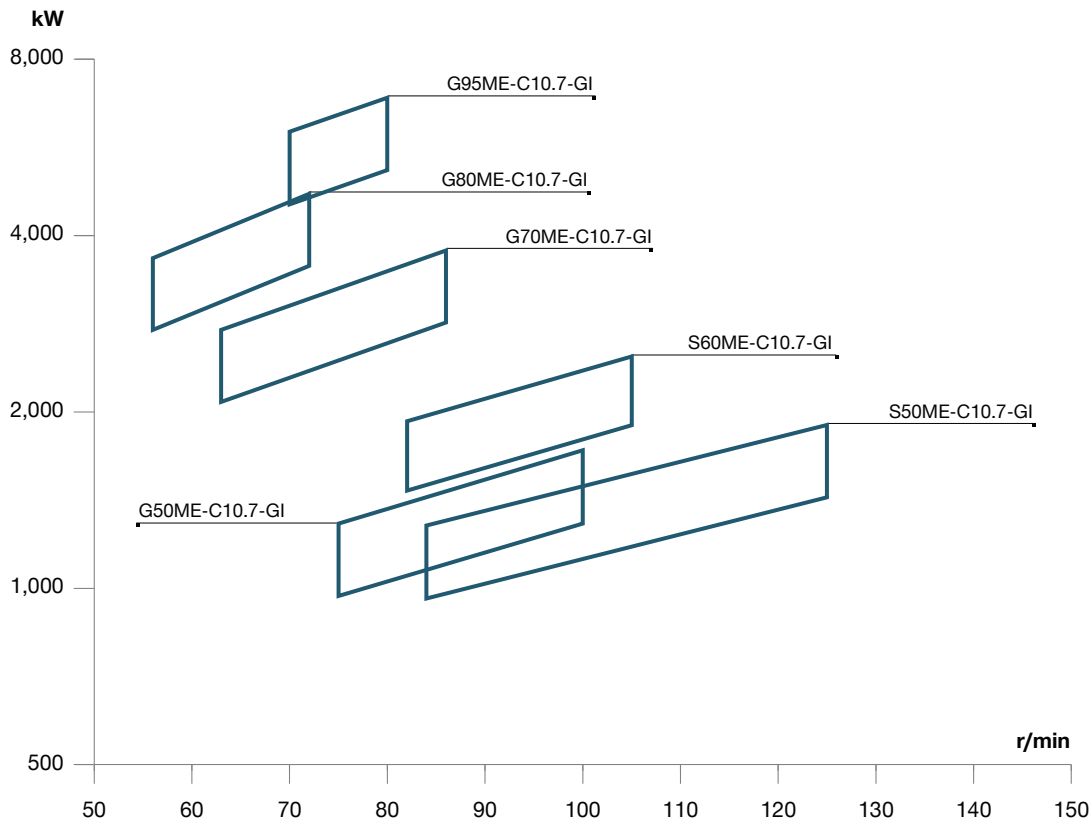


Fig. 1: Layout diagrams of 10.7-GI engines currently available in the MAN B&W engine programme