

Market Update Note



3 September 2021

New engine size for methanol operation

MAN Energy Solutions introduces new G95ME-C10.5-LGIM engine

The shipping world shows an increasing interest in reducing the carbon footprint by operating vessels on carbon-neutral or carbon-free fuels.

At MAN Energy Solutions, we expect that many vessels will operate on carbon-neutral methanol produced from renewable energy sources in the future, as part of the global decarbonisation efforts.

The increasing interest has been a contributory cause to the decision of MAN Energy Solutions to extend the well-proven dual-fuel portfolio with the world's largest methanol combustion engine, the MAN B&W G95ME-C10.5-LGIM engine.



Today, fourteen 50-bore engines of the LGIM type are in service on methanol carriers, and more than 100,000 service hours are accumulated on methanol alone.

The new G95ME-C10.5-LGIM engine design for methanol operation utilises the same advantageous technology as our 50-bore engines. The new 95-bore engine will benefit from the reliability, high power and efficiency of the ME-GI and ME-LGI engine series.

The fossil fuel based methanol produced today can reduce CO₂ emissions by more than 10% compared to HFO, particulates and SO_x by 99%, and give a 30-50% lower NO_x level. When produced from renewable energy sources, methanol can reduce well-to-wake greenhouse gas emissions significantly, potentially making the fuel completely carbon-neutral.

The possibility to operate on methanol as a drop-in fuel, e-methanol and bio-methanol increases the fuel-flexibility of the new engine and the potential of methanol as an option within the large container-vessel segment.

Compared to other dual-fuel supply systems, the fuel gas supply system for the G95ME-C10.5-LGIM engine is both simple and gives a lower capex.

The G95 engine will be available in the online engine programme today.

Please direct questions regarding this Market Update Note to our Two-Stroke Promotion & Customer Support, at kjeld.aabo@man-es.com.

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