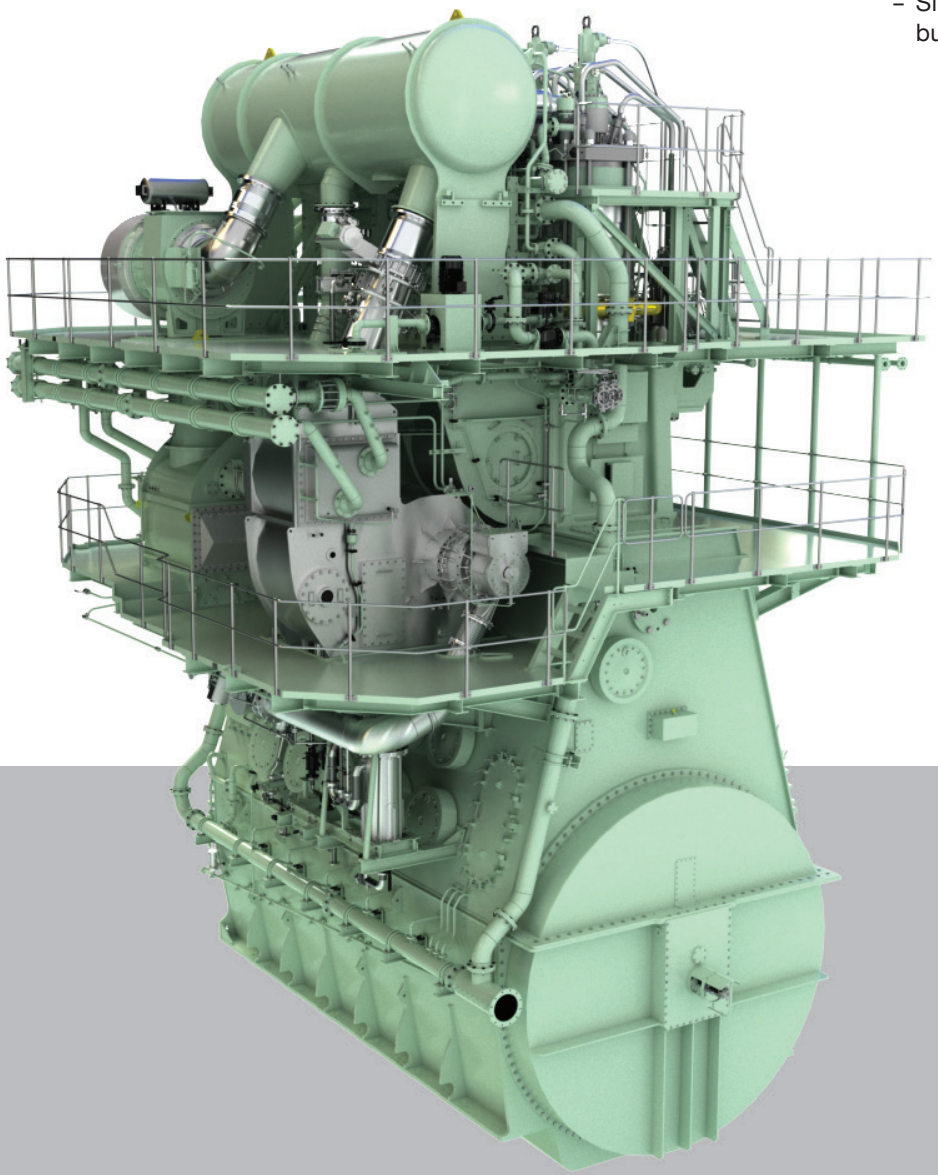
MAN Energy Solutions
Future in the making

MAN B&W ME-GA

Propulsion engine



Lower the pressure on your capital cost.

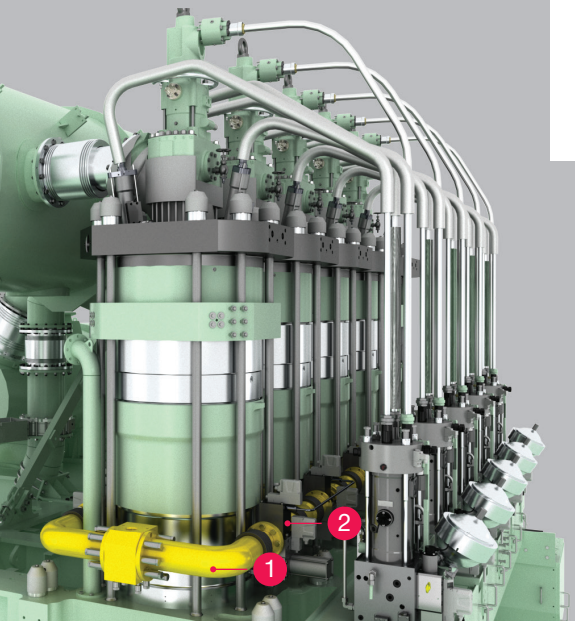
Benefits at a glance

- 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.

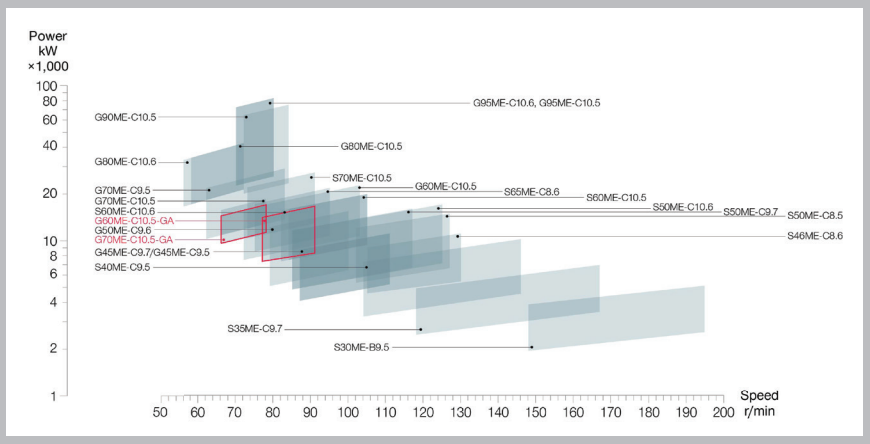
Two-stroke marine engines

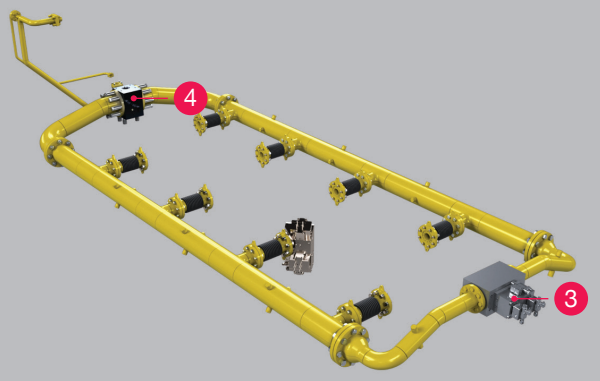
MAN B&W ME-GA dual-fuel engine

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 to 8
- Bore: 600 & 700 mm
- Stroke/bore ratio: 4,65

Performance optimization with MAN EGR

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

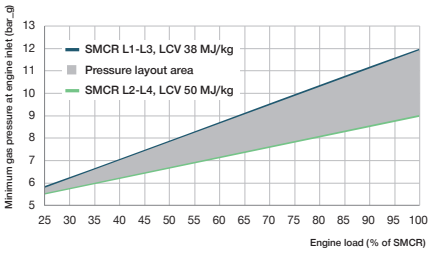
Main features

- Well-known engine room design similar to ME-C and ME-GI.
- Proven EGR design for significantly lower NOx, 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.

Auxilliary systems

- Gas supply requirements

Typical gas pressure layout area
- depending on engine SMCR and nitrogen content



MAN Energy Solutions
2450 Copenhagen SV
Denmark
P + 45 33 85 11 00
F + 45 33 85 10 49
info-cph@man-es.com
www.man-es.com